

- *Area C*, approximately 42.2 acres, is the area bound by the Union Pacific/Canadian Pacific Railroad on the east, Old Higgins Road on the north, and Carmen Drive on the west. Carmen Drive is not included in Area C. This fee-simple acquisition is required for controlling Airport-compatible land uses in conjunction with the RPZ of the new Runway 9L-27R. This parcel may also be used for construction staging. Area C is depicted on Exhibit VI-13.
- *Area D*, approximately 199.0 acres, is the area bound by the existing Airport property line and the Canadian Pacific Railroad on the west and south. This area is required for development of the new Runway 10C-28C and the relocation of the Irving Park Road and the Union Pacific Railroad. This land area will also be used for the relocation of the Bensenville Ditch. Area D is depicted on Exhibits VI-15 and VI-16.
- *Area E* contains St. Johannes Cemetery and is depicted on Exhibit VI-15. This existing cemetery currently contains approximately 1,200 gravesites of which approximately 85 percent are occupied. This area is planned for fee-simple acquisition for the purposes of development of Runway 10C-28R and the relocation of the Union Pacific Railroad.
- *Area F* contains Resthaven Cemetery and is depicted on Exhibit VI-15. This existing cemetery currently contains approximately 200 gravesites, of which approximately 95 percent are occupied. This area is planned for fee-simple acquisition for the purposes of development of Runway 10C-28C and the relocation of the Union Pacific Railroad.
- *Area G*, approximately 45.8 acres, is the area bound by Irving Park Road to the north and Area D to the west and south and is planned for fee-simple acquisition. This area is required for relocation of the Union Pacific Railroad and the construction of Runway 10R-28L. Area G is depicted on Exhibit VI-15.
- *Area H*, approximately 52.7 acres, is an area bound by York Road to the west, the Canadian Pacific Railroad to the northeast, and Green Street to the south. This area is required for the purpose of controlling Airport-compatible land uses associated with the RPZ of Runway 10R-28L. Area H is depicted on Exhibit VI-16.

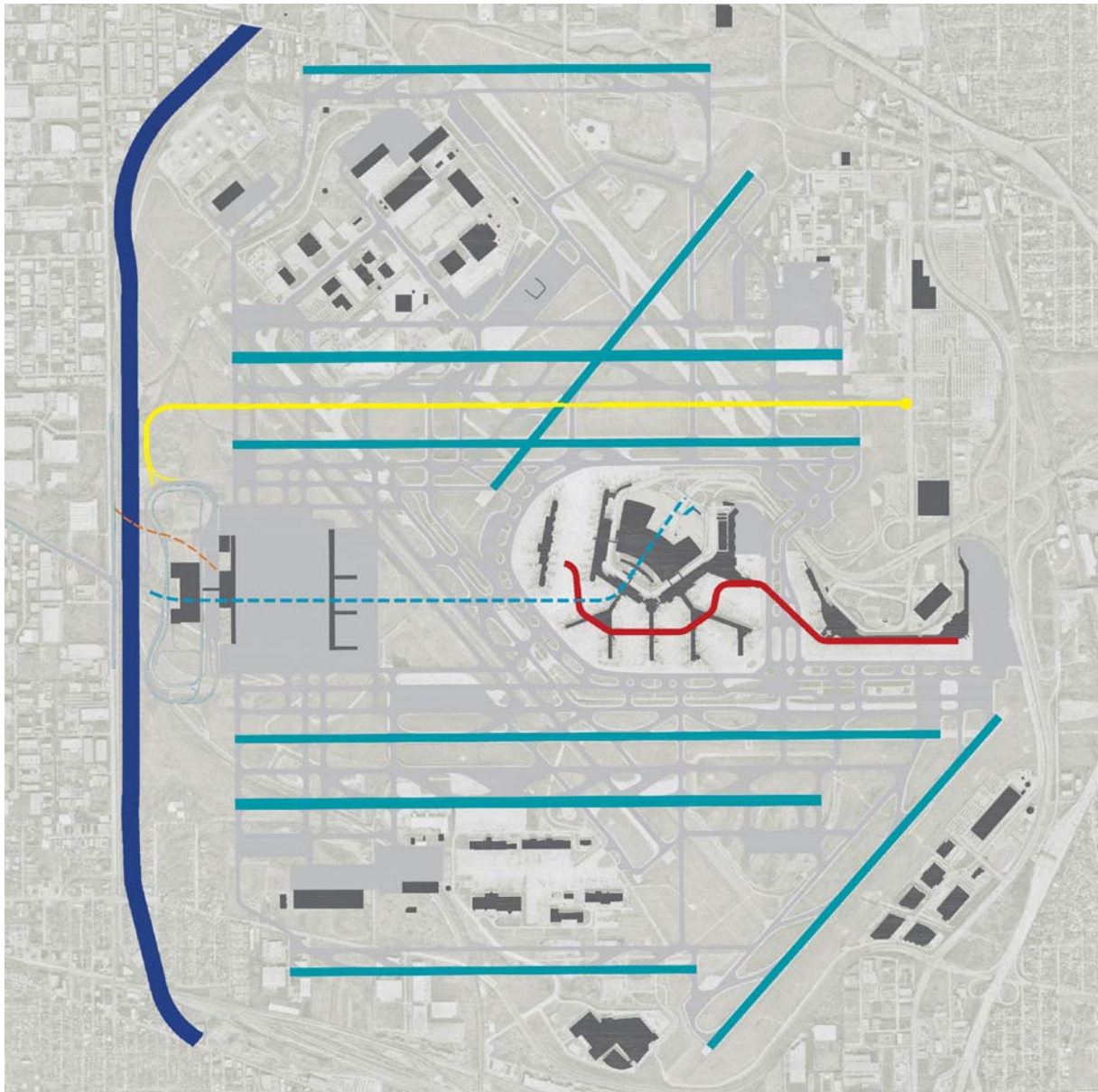
6.7.2 Avigation Easement Acquisitions

There are several areas on the west side of the Airport where avigation easement acquisitions are planned. Avigation easements should be pursued in order to control developments within RPZs in situations where fee-simple acquisitions may not be practical or necessary. The western RPZs of Runways 9C-27C, 9R-27L, 10L-28R, and 10C-28C partially extend west of York Road. For practical purposes, fee-simple acquisitions are not planned west of York Road; however, avigation easements are planned for acquisition within these areas. Such areas for easements are illustrated on Exhibits VI-13 through VI-16. Avigation easement acquisition is also proposed for the eastern RPZ of Runway 9L-27R.






It should be noted that, as an alternative to avigation easement acquisitions, it may be possible to pursue zoning restrictions in order to obtain the same abilities to control development.

6.8 Additional Capabilities

Through the analysis and refinement of the plan, the City has identified additional benefits beyond that of modernizing the airfield, which include opportunities for additional Airport improvements and non-Airport, regional transportation improvements. **Exhibit VI-17** depicts these opportunities for additional Airport improvements, which are discussed in the following sections.

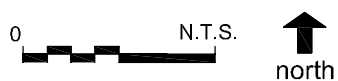


LEGEND

-  Potential West By-Pass Corridor
-  Metra Connection
-  Extension of Automated People Mover
-  Cross Airfield Roadway
-  Extended CTA Blue Line

Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

Exhibit VI-17



Additional Capabilities

6.8.1 O'Hare Western By-Pass

For the past two decades, regional transportation planners have envisioned a highway connection between the existing I-90 and I-294 tollways, commonly referred to as the "O'Hare Western By-Pass." Previous studies by the Illinois Department of Transportation and the Illinois State Toll Highway Authority (ISTHA) showed alignments for this roadway would significantly impact the communities adjacent to O'Hare. However, an approximate 300-foot wide corridor could be provided along the western edge of the new airfield to allow the by-pass to be built on Airport land, thus minimizing the impacts to adjacent communities. Although IDOT and ISTHA have not completed design for this roadway or determined whether or when it would be built, the plan would not preclude, and may facilitate, its development.

6.8.2 Extension of the CTA Blue Line

The existing CTA Blue Line provides service between downtown Chicago and the Airport. The service to the O'Hare is currently the westernmost point of the transit line. The modernization of O'Hare airfield to an east-west configuration provides for an opportunity to expand the Blue Line to the west of the existing O'Hare station. As Exhibit VI-17 shows, the Blue Line can be extended through the existing Terminal Core to provide service to the new West Terminal Complex and possibly beyond. In addition to the extension of existing Blue Line service, opportunities now exist for proposed O'Hare Express to provide service to the West Terminal Complex.

6.8.3 Additional Commuter Transit Service

The development of a new West Terminal Complex provides the opportunity to increase and improve existing commuter transit services. Through the use of existing and possibly new railroad, Metra service could be provided to the west terminal complex at O'Hare. A potential Metra connection to the West Terminal is shown on Exhibit VI-17. While the development of the West Terminal Complex does provide the opportunity for additional Metra connections to the Airport, as of the publication of this document, Metra has not provided the City with its plans for connecting to the West Terminal Complex. In addition, the recently announced STAR line plans proposed the utilization of the existing Metra station on the east side of the Airport and did not include plans for a connection on the west side of the Airport.

6.8.4 Extension of the New Automated People Mover System

The plan includes for a secure people mover connection between the new West Terminal Complex and the existing Terminal Core Area. This system could be expanded to provide service to other Airport areas depending on future service requirements.

6.8.5 Cross-Airfield Roadway

In addition to the potential expansion of the Blue Line and the new people mover system, the new east-west runway configuration allows for the development of a roadway to provide a connection between the West Terminal Complex and the existing Terminal Core and East Terminal Areas. This concept is further discussed in the alternatives analysis in Section 5.5. While the October 2003 Future ALP does not require such a roadway connection, and thus it is not included in the proposed development, the concept has attempted to maximize future capabilities of the Airport for the years beyond the horizon of the preferred plan. A potential roadway alignment is shown on Exhibit VI-17.

6.9 Deviations From Standards

The October 2003 Future ALP will correct several deviations from FAA standards that are currently present on the airfield. There are several instances where the existing airfield deviates from standards in accordance with historical FAA waivers. For all new and relocated runways, and all runways that are extended, all RSAs and OFAs are proposed to meet standards, even where they might not have previously. **Table VI-7** presents the disposition of the existing deviations.

Table VI-7

Deviations from FAA Standards

Deviation	Resolution
Use of Taxiway A for B-747 operations with a 131-foot separation between Taxiway A and parked aircraft at the concourse gates	To remain in the Terminal Core Area; New terminal facilities will be planned to meet current design standards
Runway 4R Safety Area (700 feet beyond runway end)	See Note
Runway 4L Safety Area (972 feet beyond runway end)	See Note
Runway 9L Safety Area (750 feet beyond runway end)	Runway end relocated and full Safety Area provided
Runway 22R Safety Area (Runway localizer 720 feet beyond runway end, service road 627 feet beyond runway end)	Service road and security fence to be relocated; localizer to remain
Runway 22L Safety Area (500 feet beyond runway end)	See Note
Runway 27R Safety Area (750 feet beyond runway end)	Runway end relocated and full Safety Area provided

Note: Runway Safety Area penetrations for the existing runways will be the subject of further separation analysis conducted by the City's Department of Aviation in conjunction with the FAA. Alternatives will be evaluated to improve those existing runways that are not proposed to be modified in this plan, and implement improvements when practical.

Source: Ricondo & Associates, Inc.; FAA.
Prepared by: Ricondo & Associates, Inc.